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THE MARINE RECORD,

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VIII. NO. 38. CLEVELAND, O., SEPTEMBER 23, 1886. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

S. Eagan, of Erie, engineer of the steamer Noble, is in the city.

The steamer Siberia was docked at Buffalo last Saturday and received a new wheel.

At Globe drydock the steamer Forest City had buts calked and the schooner S. P. Ely had her bottoms recalked.

Ex-local Inspector T. Fitzpatrick spent last week in Detroit. He is now managing owner of the steamer George T. Hope.

William Whitaker secretary of the Marine City stave company, accompanied by his bride, is spending a few days with J. C. Fitzpatrick of this city.

The steamer N. K. Fairbanks, who lost her smoke-stack by her consort the B. F. Bruce running into her at the Soo, had a new stack made at Duluth.

Wm. Ward, of the firm of Ward & Jackson, who has been up the lakes for vacation, has returned looking well. Mr. Ward has resumed work and will now make the sparks fly.

Local Inspectors DeWolf & McGrath visited Toledo Tuesday of this week and inspected the steamers Maggie Ashton and J. G. Blaine, and returned to Cleveland Wednesday for business here.

The survey of the burned steamer Sarah E. Sheldon, conducted by Messrs. Thomas Murphy, for the insurance company, and W. Goodfellow for the owners, resulted in finding damages to the amount of $4,816. It is hardly probable that the steamer can be repaired for that sum.

The new government tug, built by David Bell at Buffalo, for service at the harbor of refuge, Sand Beach, put into this harbor Saturday evening on the way up. She is a fine looking tug, and as Mr. Bell has a fine reputation for building boats of this class, she will prove, without doubt, her value during the fall gales. She is 46 feet long, 9 feet beam, 6 feet deep, drawing about 4 feet of water, light. Her engine is high pressure 6x8 inches and her steel boiler is 7x4½ feet, her wheel being 3½ feet. She has three water tight compartments. She is fitted with steam pumps for fire purposes. On her arrival at Sand Beach she will be turned over to Superintendent R. W. Wagstaff. Captain John Boyd was in command.

Last Friday the pumps of the new fire boat were tried and proved that they will be very effective in fighting the element that consumes the lumber and shipping along the river front. Through a three-inch nozzle the pumps threw a stream 300 feet, after which a two and one-half and two two-inch nozzles were put on when the three streams were thrown a distance of 350 feet. As everything is comparative, it may be stated that a land steamer will throw a three-inch stream but about fifty feet. The inference can then be drawn that the fire boat will be much more effective than a steamer and will never lack water. One defect, however, is that she was not built to pass under the bridges without a swing, as her present shape will necessitate keeping bridge tenders all winter. Her trial trip was made on Saturday to Rocky River and return, with Mayor Gardner, the fire commissioners and a number of invited guests on board. Although she did not prove to be very speedy, she handles well, and can turn around in her own length. It is possible that when she is provided with a larger wheel she will make the speed calculated on when designing the hull and machinery. In running ten miles an hour she turned up 160 revolutions. Captain William Kennedy was at the wheel and Simon Murphy and Louis Ordner in the engine room. The hull was built by Murphy & Root and the machinery by Stovering & Fleming.

Captain C. L. Hutchinson, the popular young master of the Queen of the West, and Miss Geane Smith, daughter of Wm. Smith, of the firm of Bell, Cartwright & Co., this city, were united in marriage at the residence of the bride's parents, Longwood Avenue., on the 18th inst. They will take their wedding trip on the Queen of the West and we hope the wind and water will favor them.

Captain Joseph Greenhlagh, an old timer, is in the city. He will probably be appointed engineer of the new fire boat. Captain Greenhalgh is an effiecient engineer, capable and prudent. For ten years, prior to 1852, he, as first and second engineer, was in charge of the machinery of steamers of the first-class on the lakes, and in 1852 he introduced the towing business at this port with the steamer Niagara. He afterwards built the tugs D. P. Rhodes, the Levi Johnson, Triad and the small steamer J. K. White. It is to be hoped that the captain's petition will prevail with the Council, as it no doubt will, it being indorsed by the most influential men in the city.

Chicago syndicate, organized by Captain Ira Owen, bas about completed arrangements with the Globe Iron Works Co. for the construction of a steel steamship to cost $157,000. Specifications have already been obtained, and the matter will probably be fully decided upon to-morrow. The dimensions are as follows: Length of keel, 263 feet; breadth of beam, 38 feet; molded depth, 23 feet. The motive power will be a compound engine 28 and 46x50. There will be two steel boilers, each 9x16. The steamer is to be modeled after the new steamer Spokane, but will be twelve feet longer. She is designed to carry 90,000 bushels of corn.

Freights have taken another upward turn the charters are: Propeller D. C. Whitney and schooner Ashland, ore, Ashland to Ohio ports, $2.60; schooner J. D. Sawyer, ore, Escanaba to Ohio ports, $1.60; schooner Columbian, coal, Cleveland to Escanaba, 60 cents; same boat, pig iron, Escanaba to Cleveland, $1.65; propeller D. C. Whitney, coal, Ashtabula to Duluth, 75 cents; schooner Ashland, coal, Sandusky to Duluth, 75 cents; propeller Waldo Avery and schooner Hawgood, coal, to Duluth, 70 cents; schooner Myosotis, coal, Toledo to Green Bay, $1.00; schooner M. F. Merrick, coal, Toledo to Manitowoc, $1; schooner Melvina, coal, Huron to Detour, 80 cents.

An ingeneous device to secure the safety of yachts and keep them on an even keel at all times, has been invented by James Higgins, of the Carter family of Shakers. Mr. Higgins is a salt water man and the many disasters to yachting parties by capsizing, induced him to work out this theory. Instead of fastening the masts to the boat, they are fastened to an iron rod or bar running from the bow to about midship and securely fastend by iron rings, in which the rod turns, firmly secured to the deck of the vessel, at the stern end of which is attached a weight which acts as a lever to right the masts and sails and also as ballast. When a squall strikes the yacht the masts and sails capsize as it were, the boat remaining on an even keel. While the weight of the spars and sails lay over to port, the weight on the end of the iron rod, and working in a box from side to side, counterbalances on the starboard side. This iron rod can be fastened above decks or under, where it would be out of the way. This is an almost absolute principle of safety and will make yachting more pleasurable if we take away the pleasure of excitement in the presence of danger.

TWO HARBORS.

Special to the Marine Record,

The steamer Kittie M. Forbes, Captain David Buie, has just made a run that may be considered fast for any propeller on the lakes outside of the Union or Western line flyers. She left Chicago on the 5th at 3 a. m. and got to the dock at Two Harbors, 25 miles from Duluth, on Wednesday the 8th at 3 a. m., making the run from dock to dock in 72 hours.

BUFFALO.

Special to the Marine Record

The past week has been one of good business. The variations have been slight in either direction, and tonnage in good demand. Through the week many have been inclined to strike for higher rates, but up to this writing few if any have got them. The coal men maintain that there is a shortage in supply, therefore they say that if the supply does not increase there will be no demand for tonnage.

There is a large amount of grain coming in at this port, and an average quantity going east, the greater portion by canal, at satisfactory rates. Canal men are pleased at the outlook for the fall trade, and doubtless the building fever will reach them this winter, as a great many canal boats will next season lose the right to carry grain. Many in commission this season had a close shove to get rates.

During the first of the week the drydocks have been busy. Steambarge George Spencer came here from Erie and went into the Union dock to have her bottom examined after grounding at that port, laden with iron ore. It was found that her fore foot was considerably damaged, as well as slight damage to some bottom plank. The steambarge Siberia came here from Cleveland for a new wheel, and while in dock at Mills' had some calking done. Both of the above boats have since loaded and gone. The schooner Lafrinier received a new main mast at Mills' yard and left in tow of the Balize. Somewhere between Gravelly Bay and Long Point the tow was broken up in a squall, and during the blow the Lafrinier's mizzen mast was struck by lightning and seriously damaged. The tow, which consisted of schooners Halsted, G. C. Finney, J. B. Merril, Lafrinier, and E. P. Beals, all, except the Beals returned to port, and have since left, in tow of the tug Balize.

We have had reports this week of several slight damages to vessels on the lakes during the past few days; none, however, of a very serious character.

The Western Transit Company is now fully located in the new headquarters at the corner of Main and Perry streets. General Manager Caldwell with his corps of clerks, the accounting department, and the eastbound freight office take up the ground floor. The second floor is used by the west bound freight and canal departments, the supply agent and the offices of the superintendent of engines and the superintendent of hulls.

The propeller Quebec came out of the Union drydock Friday. Her repairs are about completed and she is in fine shape. The question as to her becoming an American vessel has been settled and she will be measured at once.

The Courier says the great Onoko came in at noon Sunday with 90,100 bushels wheat from Duluth at 6½ cents freight. Her gross freight money amounts to $5,850. She went up light and made the round trip in 9½ days. This is the biggest freight earned by a lake vessel this season.

Smith, Davis & Company, on behalf of the underwriters, have closed a contract with S. A. Murphy, of Detroit, to raise the steamer A. Booth, which is sunk in about sixty feet of water at Grand Portage, 140 miles from Duluth. In case Murphy delivers her at Duluth, this fall he is to get $4,500, otherwise to receive nothing. It is understood that he will at once begin work on the wreck.

During the thunder storm of the 19th the the schooner Lafrinier, in tow of the tug Balize had her mizzen mast struck by lightning, the wreckage falling on the tow line of the schooner Finney which towed it into Port Colborne. The balance of the tow Merrill, Scove, Halsted and Lafrinier put back to Buffalo.

R. Mills & Company furnished a new fore gaff for the Beals, a jibboom for the Sunrise, and a mizzen mast for the Lafrinier.

The schooner Ida Keith lost her canvas at the head of Lake Erie and returned to Detroit for repairs.

The schooner Mamie A. Slauson arrived here during the week with loss of mainsail. She was struck by a squall in Lake Huron, on her passage down.

The steambarge J. P. Donaldson damaged some 450 bushels of corn during the passage on Lake Huron; cause, bad weather.

On Monday Captain Isaac Clark took command of the schooner Mediterranean vice John S. Sheffield.

Canal boat G. D. Gilson sprung aleak and sunk at her dock foot of Lloyd street bridge. She was pumped out and raised.

Our recent arrivals from upper lakes are the C. T. Kershaw, Wm. Edwards and consort Golden Age, Onoko, Alcona and consort Alta, Nashua and consort, Potomac, City of Cleveland and consort, and the Ahira Cobb. The latter, with consort, made a remarkably quick trip from Cleveland to Duluth, thence to Buffalo, in ten days, receiving a 6½c freight. Good enough, Captain Stone.

Coal freights are stiff but no advance. We quote, 75c to Chicago, Milwaukee, and Duluth; 60c to outside ports; 80c has been paid in some cases. Canadian propellers came here this week and loaded smithing coal for Port Arthur, which is reported at $1.00. Canal freights are a little off; we quote 5¼ and 5¾c.

The keel blocks are being put in position in the Union iron yard to receive the keel of the mammoth steel steamship for the Union steamboat company.

At Mills & Company's yard, the new wooden steamer to be built by that firm for sale, is progressing. A portion of her frame is now in position. She will be a compromise between a propeller and a barge, after the style of the new Ward line boat Stevens, which is said to be a success. WM.

MUSKEGON.

Special to the Marine Record.

Little do we know of what is going on in this world. As I chanced to be a visitor at the life saving station at Muskegon, Mich., I was kindly shown around and all my questions answered. I saw the men go out in the surf boat. They took their places beside the boat, the captain gave orders to put on their life belts and then get into the boat. As she was on wheels, she left the boat room with six men and Captain H. J. Wood, the inventor of this nice carriage for launching boats, in less than one minute. This is certainly a good invention and there should be one at every station. It is made of iron. As soon as the boat was outside of the door the captain gave orders and every oar was raised at once on end, then down they went, as one oar, as soon as the boat was in the water. It was a grand sight. The life savers have a nice place, and everything is in good order. R.

MARQUETTE.

Engineer E. H. Reese, a former Clevelander, died here on the 9th inst. Mr. Reese was a well known lake engineer, his sailing life beginning while quite a lad as cabin boy on a side wheel steamer. He had the honor of running the first locomotive built by the Cuyahoga works, (Cleveland) between Detroit and Pontiac and also the first the Pioneer, on the Cleveland & Columbus road out of Cleveland.

SAULT STE. MARIE.

The steamer Francis Smith was seized by the customs officers at this place by order of the Secretary of the Treasury. She was seized by the same department at St. Ignace three weeks ago for not entering and clearing. She was released on bonding; bond being defective, hence reseizure.

TOLEDO.

The schooner Porter, loaded with coal for Milwaukee, ran aground outside of the crib light Monday. The lake tug Oswego went to release her.

NAUTICAL NOTES.

Subscribe for the MARINE RECORD.

The venerable old steamer Eighth Ohio has been resurrected and is being refitted at Detroit.

James Glass, a resident of Windsor, and captain of the schooner Cataract, of Sarnia, was drowned near Pentangushene, by falling overboard.

The following craft went in the Bay City drydock. The tug Dickson for a general calking, the barge Amethyst calking and St. Clair for similar repairs.

The propeller Tioga made the run from Mackinac to Detroit recently, in 23 hours and 10 minutes, beating the Syracuse, which passed Mackinac close behind her, one hour and a half.

The Greyhound recently made the distance between light and light on the down trip in 1 hour 5 minutes and 20 seconds, being the fastest time ever made on Lake St. Clair by a steamer.

Captain Nels Anderson, of the schooner Ford River, was knocked senseless by a cedar post, while his vessel was being loaded at Ford River, Michigan. He is in the hospital at Escanaba, and is not expected to live.

A report reached Owen Sound from up the peninsula that the steamer General Wolseley, bound up from Owen Sound to Dyer's Bay, caught fire and was burned to the water's edge, near Cape Croker. She was run ashore and the crew escaped. Insurance $3,000, in two American companies.

It is not absolutely certain that the propeller Quebec will run between Milwaukee and Grand Haven. A contract to that effect has been signed by the Grand Trunk railroad officials, but Captain Murphy, the owner of the Quebec, cannot carry out his part of it until the treasury department has given a decision. The treasury department is investigating the case, and it is said the application of Captain Murphy may be denied.

Captain Holdridge, of the schooner Donaldson, reported that while coming down off Cheboygan a sailor named Samuel Brady, engaged in taking in the mainsail, slipped and fell overboard. The Donaldson towed behind the Cuba, her line was let go and unavailing efforts were made to find the man. Brady was 44 years old, and though a native of Belfast, Ireland, he had long made Buffalo his home. He was a member of that branch of the seamen's union.

The Mamie-Garland disaster has finally closed its last chapter, and is now out of court. The settlement of the matter is completed, and James H. Cuddy, the administrator, discharged from his duties. The sum of $664.25 has been awarded by the probate court to each of the acolytes who were drowned; from this $428.25, the costs in each suit, is deducted, leaving to each heir $216. This case has been one of the saddest in the history of Detroit, and the litigation growing out of it has been bitterly contested.

The schooner F. J. King, of Ogdensburg, foundered off North Bay on the 15th. She was loaded with iron ore from Escanaba for Chicago, and went down in 150 feet of water. The crew made port at Bailey's harbor, where all hands boarded a vessel bound for Chicago. Further history of the wreck unobtainable owing to the grounding of the wires. The King was of 280 tons burden, and was built at Toledo in 1867, large repairs being made on her, however, in 1880. She is owned by Griffen & Company, of Morristown, N. Y., and was valued at $4,500.

A LAKE SUPERIOR MONSTER

A traveler from the west has been telling the Observer of some recent occurrences that equal anything in Victor Hugo's "Toilers of the Sea" for dramatic strength and sensationalism. It appears a party of copper-mine prospectors were landed on a lonely island in Lake Superior to examine the rock formations and the bottom of the lake for indications of a copper mine. They camped on the edge of the island, and one dark, dreary night one of the men got up to feed the camp fire, when he noticed a beautiful refulgent green light coming up out of the lake and covering an area of thirty feet in diameter. He remembered the Indians' traditions about the spot, how they carefully avoided landing on the island, and told of a brave who defied the authorities, went to the island alone and never returned, and the strange sight gave the miner a queer feeling. Calling the other four men in the party they regarded it with interest, when one fired a shot into the water and the light at once disappeared.

Nothing was thought of the incident and the next day diving operations began from a small barge, anchored off shore, the diver going down with a crowbar and bucket to collect specimens and follow a submarine vein of copper. He had been at work a couple of hours, in water about thirty feet deep, when he went under what appeared to be an overhanging rock and found himself in a cavern. No sooner had the diver passed the entrance to this cave than all light disappeared and he knew some large body was in the doorway. Turning like a flash he confronted a huge eyed monster, with a dozen legs, that grasped him about the body. The diver's pipe, through which air was supplied, was twisted, and barely enough to keep the water out of his helmet came through. He grasped his knife to engage in what he knew to be a struggle for life. One blow of the sharp instrument severed one of the moster's tentacles, when another shot out and grasped the man's arm like a vice. He was now powerless, and about to give up hope when the marine monster took fright and disappeared. The diver was at once hauled to the surface, and positively refused to go down again, whereupon the party left.

RECORD OF VESSEL PASSAGES.

PASSED DETROIT.

DETROIT, Sep. 16.—Passed up, morning—Propellers Osceola, Idaho, steambarge J. E. Potts and consorts, Empire and two barges, propeller Lycoming, Saginaw Valley, and schooner Pulaski, steambarge Maine and three barges, D. Leuty and four barges, tug Colton, schooners Riverside, W. H. Rounds, steambarge C. F. Curtis and three barges, Germania and four barges, J. H. Devereux, W. R. Stafford and schooners C. H. Burton and Mears, D. F. Rose and barges, tug Moore and schooners M. S. Bacon, A. J. Rogers, W. I. Preston, International and schooner Oliver Mitchell, schooner N. P. Goodell, barge Huron City and two barges, propeller Boston, barge Garden City and five barges, New Orleans.

Afternoon—Tug Niagara and Reindeer fleet, steambarge Mineral Rock and four barges, Passaic and five barges, propeller H. J. Jewett, barge Keystone and consort, propeller India, Pacific, barge Colonial and consort, City of Concord and consort.

Morning, down—Propeller Badger State, Arabia, steambarges Iron Age, A. A. Turner and three barges.

Afternoon—Propeller Tioga, barge United Lumbermen and consort, propeller United Empire, steambarge Tempest and three barges.

DETROIT, Sept. 17.—Passed up, morning—Barge Lowell and two barges, Schoolcraft, propeller Annie Young, barges Smith Moore, H. Chisholm, schooners Alva Bradley, S. H. Kimball, David Wagstaff.

Afternoon—Barge D. W. Powers and four barges, tug Folger and schooner Willie Keller, barge R. P. Ranney and schooner S. J. Tilden, Negaunee, propeller Albany, barge Forest City, consort, and schooner Ishpeming, A. Everett and schooners Sophia Minch, H. J. Webb.

Morning, down—Barge Queen of the West and schooner Southwest, tug Colton, barge City of Mt. Clemens, tugs Charlton, Moore, barge Hecla and consort, Ed Smith and four barges, J. P. Donaldson and consort, tug Porter and schooners Typo and Fellowcraft.

Afternoon—Tug Gladiator and schooners Joseph Paige, Waukesha, barge Superior and consort, H. S. Hubbell and four barges, White and Friant and four barges, Sanilac and schooner L. L. Lamb, tugs Crusader, Record and three barges, John Martin and schooners Ida Keith, Hoboken, Melvini.

DETROIT, Sept. 18.—Passed up, forenoon—Tug Colton and schooners F. C. Leighton, E. B. Maxwell, propellers Toledo, United Empire, Northerner, Delaware, barge Wm. Rudolph and two barges, tug Winslow and schooners R. B. Hayes, Reed Case, propeller Russia, tug Temple Emery.

Afternoon—Propeller Alma Munro, tug Moore, barge Iron Duke and consorts, Wallula, George T. Hope and consort, M. Sicken and two barges, United Lumbermen, consort and schooner Trade Wind.

Morning, down—Propeller Buffalo, tug Haight and schooner Golden Fleece, barge Geo. L. Colwell and three barges, tug Temple Emery and two barges, steambarge E. B. Hale and schooner F. Brown, Thos. Quayle, Wm. Cowie and two barges, Allegheny and two barges, tug Moore and schooner H. C. Richards, barge Minneapolis and schooner C. C. Barnes, propeller Wissahickon and schooner Allegheny, tug Castle and schooners Minnie Slawson, Monterey, M. A. Muir, barges B. W. Arnold, Westford and three barges, Onoko.

Afternoon—Tug James Reid and schooner Canton, John R. Noyes, propeller Portage, tug River Queen and schooner Geo. M. Case, propeller China, barge H. C. Schnoor and one barge, Handy Boy, Salina and four barges.

DETROIT, Sep. 19.—Passed up, forenoon—Barge Continental and consort, Havana and consorts, tug Peter and schooner American Union, barges June, Annie Smith and schooner C. J. King, tug Crawford and schooner C. Crawford, Venus, barge John B. Lyon and consorts, tug Kittie Haight, propeller Clarion, barge Cumberland and schooners Crosthwaite, E. Corning, H. Fitzhugh, Florida, Calvin and consort.

Afternoon—Propellers Syracuse, Rochester, steambarges Handy Boy, Sanilac, Spokane and schooner M. E. Tremble.

Morning, down—Steambarge C. J. Kershaw and schooner Sunrise, Alcona and consort, propeller Avon, steambarge Nahant, tug Crawford and schooner H. G. Cleveland, steambarge Nashua and two barges.

Afternoon—Steambarge Benton and five barges, tug Charlton and schooner F. B. Gardner, barge Kalkaska, Bay City and three barges, R. J. Hackett, consort, and schooners Jura, Arthur, propeller Empire State.

THROUGH THE STRAITS.

MACKINAW CITY, Sept. 16.—Morning, down—Propeller Allegheny and two barges, schooner Mary D. Ayer, John R. Noyes, George M. Case.

Afternoon—Propeller W. A. Haskell and schooner Myositis, Granger, propeller Buffalo, Wissahickon with schooner Allegheny.

Morning, up—Schooner Monticello, Montana, Daniel G. Fort, propeller City of Grand Rapids.

Afternoon—Starucca, A. Folsom with schooners Frank Perew and Kingfisher.

MACKINAW CITY, Sept. 17.—Morning, down Propeller Portage, D. W. Rust and schooners L. C. Butts and D. K. Clint, Leland, Alcona and consort.

Afternoon—Nashua with schooners Thos. Parsons and Potomac, schooner Arthur, propeller Alaska, schooner Jennie Mathews, propeller Araxes and two barges, Nahant, schooner Skylark.

Forenoon, up—Propeller Business with schooner Richard Winslow.

Afternoon—Lycoming, Wm. H. Barnum, H. J. Jewett, Boston.

MACKINAW CITY, Sept. 18.—Morning, down Propeller F. W. Stafford and two consorts, C. F. Curtis and three barges, schooner C. Blake, Detroit, C. P. Minch.

Afternoon—Tug Mocking Bird with schooner Annie M. Peterson, propellers Peerless, Albany, schooners Naiad, Maria Martin, Jas. D. Sawyer, A. Boody.

Morning, down—Schooner G. G. Houghton, City of Cheboygan, tug Ella M. Smith, with schooners C. L. Hutchinson, Brooklyn, Conrad Reed, schooner A. E. Vickery, propellers Waverly, J. S. Fay with schooner D. P. Rhodes.

MACKINAW CITY, Sept. 19.—Morning, down—Propeller New York.

Afternoon—Ira Chaffee and two barges, schooner Monguagon.

Morning, up—Schooners Penokee, M. S. Bacon and Riverside, Oliver Mitchell, Wm. J. Preston, W. H. Rounds, Maumee Valley, Eaglewing.

Afternoon—Propeller Delaware.

THROUGH THE SAULT.

SAULT STE MARIE, Sept. 16.—Morning, down—Steambarge Hiawatha, and schooner Minnehaha. Afternoon—Steamer Onoko.

Forenoon, up—Propeller Campana, propeller Dominion, steambarge W. L. Wetmore, schooner Brunette, George Sherman, propeller Jay Gould.

Afternoon—Steambarge Simon Langell, schooners S. M. Stephenson, Sweetheart, F. M. Knapp, propeller Athabasca, tug E. M. Peck, schooner Eliza Gerlach, steambarge C. Tower, Jr., schooner San Diego.

SAULT STE MARIE, Sept. 17.—Morning, down—Steambarges T. W. Snook, Nebraska, propeller China, steambarge R. J. Hackett, schooners Susan E. Peck, Jura, steambarge Argonaut.

Afternoor—St. Magnus, steambarge Jas. Pickands, schooner Wayne, Monitor, tug E. M. Peck, schooner Annie P. Grover.

Morning, up—Propeller City of Duluth, steambarge Republic, schooner Grace Holland, James Couch, propeller Celtic, schooner Grantham, James Fisk, Jr., steambarge V. Swain, schooner Helvetia, steambarge Fred Kelley, schooner M. R. Warner, Queen City, steambarge A. B. Tuttle, schooner S. H. Foster, steambarge W. J. Hall, and schooner John Bentley, propeller Idaho, steambarge J. H. Devereux.

SAULT STE MARIE, Sept. 18.—Morning, down—Propellers Empire State, Peerless, steambarge Columbia, schooner Comrade, steambarge City of Cleveland, schooner A. Cobb, propeller W. H. Stevens.

Afternoon—Steambarge Waldo Avery, schooner H. A. Hawgood, propeller Roanoke, steambarge V. H. Ketchum, steambarge Egyptian, schooner Pelican.

Morning, up—Steambarge New Orleans.

Afternoon—Propeller Myles, schooners Gulnair, Undine, steambarge Colonial, and schooner Specular, steambarge Sparta, and schooner Sumatra.

SAULT STE MARIE, Sept. 19.—Morning, down—Steambarge Wocoken, and schooner Chas. Wall, propeller Wisconsin, steambarge Wm. Chisholm, propellers St. Louis, Remora.

Afternoon—Propeller Athabasca, steambarge Bessemer, schooner David Vance.

Morning, up—Steambarge Smith Moore, propeller Alberta.

Afternoon—Propeller Winslow, steambarge Forest City, schooners H. H. Brown, Ishpeming, steambarge Keystone, schooner J. G. Masten, steambarge J. E. Potts, and schooner Dan Rogers.

PASSED PORT COLBORNE.

PORT COLBORNE, Sept. 16.—Passed up—Schooner Samana, Kingston to Toledo; steambarge Tecumseh, Kingston to Toledo.

Down—Steamship W. J. Averill, Chicago to Ogdensburg; propeller Armenia, Chicago to Montreal; Lake Ontario, Toledo to Montreal.

PORT COLBORNE, Sep. 17.—Passed up—Schooner J. H. Breck, Kingston to Toledo.

Down—Schooner Queen of the Lakes, Lorain to Toronto; Singapore, Cleveland to Therold; steambarge Isaac May and barges, Chicago to Kingston.

PORT COLBORNE, Sept. 18.—Passed up—Schooner A. L. Andrews, Charlotte to Chicago; propeller Cuba, Montreal to Chicago.

Down—Schooner Parana, Chicago to Prescott; barges R. Gaskin and Oriental, Cleveland to Brockville; Cavalier, Toledo to Collins Bay; steambarge Scotia, Toledo to Montreal.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Sept. 13 1886

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Sept. 11, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net	Home Port.
			SAIL VESSELS.			
106,439	.....	Sl.	Arvixa.	11.50	11.01	New York, N. Y.
106.441	.....	Sc.	Annie E. Pierce,	92.98	88 33	Wilmington, Del.
157,179	.....	Sl.	Douglas,	11 42	10.85	Chicago, Ill
135,899	.....	Sl.	Edward C. Vannaman,	15 90	15.10	Mauristown, N. J.
135,900	.....	Sl.	Ethel Louise,	5 24	4 98	Charlestown, S. C.
135,901	.....	Sc.	Ella and Nora,	9 68	9 20	Crisfield, Md.
85,935	.....	Sl.	Glyde.	.....	15.30	Trenton, Me.
85,936	.....	Sc.	George W. Childs,	12 63	12 00	Baltimore, Md.
05,889	.....	Sc.	Harry Gilmore.	9 32	8.85	Crisfield, Md
76,646	.....	Sc.	James G. Bennett,	12.63	12.00	do do
76,647	.....	Sc	Juliette.	15.78	14.98	Pensacola, Fla.
140,838	K D M S	Sc.	Louis Monette,	115.90	110 01	Cold Springs, N. Y.
91 868	.....	Sc.	Maud,	7 09	6.73	Beaufort, N. C.
91,870	.....	Sc.	Mary J. Stubbs,	38 34	36.43	Wellfleet, Mass.
91.871	.....	Sl.	Minnie,	6,34	6,03	Chincoteague, Va.
130,356	.....	Sl.	Nora,	5.40	5.40	Chicago, Ill.
130.357	.....	Lug.	New Three Brothers,	6.43	6 11	Brashear La.
116,118	.....	Sl.	L. Greenwood,	15 07	14.32	New York, N Y.
145,429	.....	Sc.	Two Brothers,	6.11	5 80	Apalachicola, Fla.
81,131	.....	Yt.	White Wings.	16 92	16 92	Cleveland, O.
			STEAM VESSELS.			
106,440	.....	St.	Antelope.	.....	.....	Coos Bay Ore.
3,356	.....	St. p.	Buckeye Boy	107.06	107.06	Wheeling, W. Va.
3,357	.....	St. s.	Beverly Harris,	19 24	9 62	New Orleans, La.
85,937	.....	St p	G. A. Mower.	29.00	29 00	St Paul, Minn.
76,645	.....	St. s.	John T Eddy,	1578.00	1252.51	East Saginaw, Mich.
			UNRIGG'D VESSELS			
29,970	.....	Scow.	Ajax	39 47	39.47	Ogdensburg, N. Y.
39.660	.....	C bt.	George Arnold.	127 50	121 12	Plattsburg, N. Y.

JARVIS PATTEN, Commissioner of Navigation

NEW STEAMERS TO MONTREAL.

Colonel C. L. Stowell, of Rochester, N. Y., is a guest at the Windsor, and is here for the purpose of interviewing the Canadian Pacific railway authorities with regard to making connections for his new steamboat company at Brockville and Montreal. He is one of the largest steamboat proprietors in the United States, and the new company has been organized and will offer formidable opposition to the Richelieu & Ontario navigation company. It will go into operation next season and is to be known as the Ontario & St. Lawrence navigation company. The officers are Colonel C. L. Stowell, Rochester, president; Charles L. Fisher, Montreal, vice president and manager; F. L. Stowell, New York, secretary. The capital is $500.000, in five thousand shares of $100 each, 20 per cent of which has been paid in. Mr. Fisher, the manager, has just returned from England, where he was successful in floating a large quantity of the stock among the English stockholders of the New York, Ontario & Western railroad.

The route will be from Charlotte to Montreal. The former town is sixty-nine miles from Niagara, and here connections will be made with the New York Central, Rome & Ogdensburg, and the Pennsylvania, and in fact, the entire Vanderbilt system of railways. The steamboats will call at Toronto, Oswego, Clayton, Alexandria Bay, Kingston, and other points, and are to do the journey to Montreal in three hours less than the present line, arriving here at 4 p. m. The Ontario & St. Lawrence company will amalgamate with the St. Lawrence steamboat company, and the service between Montreal and Quebec will be performed by the Rothesay and another boat to be built. The steamers are to be built of steel, furnished with electric lights, and possessing a speed of at least twenty miles an hour. The length will probably be about 256 feet, with an extreme beam over all of about 42 feet. They will carry two spars, schooner-rigged, and the steel hulls will be double and divided into water-tight compartments. The fittings, appointments and decorations will be done in the most elaborate and luxurious manner, and the saloons be so constructed that an unobstructed view of the scenery on either side of the river may be had at all times from within.

Mr. Fisher leaves to-night to interview Roach, the shipbuildre, and as this estate is in liquidation it is possible that arrangements may not be entered into with them. Should this be the case, Mr. Fisher will immediately proceed to Detroit, and give the contracts for building the steamboats there. —*Montreal Star.*

It seems that there was considerable rivalry on the down trip between the powerful steamers John B. Lyon and City of Rome, each having a consort. Different stories are told of their leaving time, but an apparently reliable version is that the Lyon left Chicago one hour and thirty minutes ahead of the Rome. At the Limekiln crossing the Lyon was only five minutes ahead, but on arrival here she was thirty minutes ahead of the Rome. Thus on the entire trip the Rome beat the Lyon just one hour, but from the crossing the Lyon gained twenty-five minutes on the Rome. It was close work and it is believed not a little money was staked on the result. It seems to be the opinion of well-informed marine men that with a fair wind the Rome with the Redwing can outtow the Lyon with the Hutchinson; but in a calm or with a head wind the Lyon is the better tower. It is but fair to say that the Hutchinson is harder to pull than the Redwing. The combined cargoes of each of the tows are nearly alike, the Lyon's being a little the larger. The latter has long been considered the champion puller of the lakes, and before last season the Rome could not touch her. Engineer Schumaker's overhauling of the Rome's machinery has greatly improved her work. The nominal horsepower of the City of Rome is 700 and that of the John B. Lyon 1426. Both steamers were built at Quayle's yard, Cleveland.

The schooner Willie Smith has been sold to Sven Vallin and Andrew Anderson.

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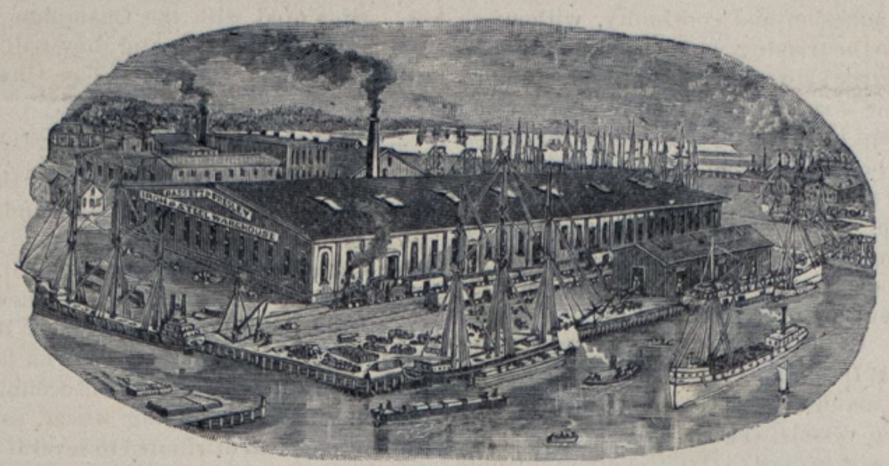

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TANK SHEET IRON.

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This is one of the finest steambarges on the lakes, and was built in 1884. She is in good condition in every respect, serviceable, easy to load and unload, and a great favorite. She can not be duplicated for the same money. Her dimensions are 131 feet keel, 143 feet over all, 23.4 feet beam, 8.4 feet depth of hold, and is classed A1½ by Inland Lloyds. She carries two masts. Her carrying capacity is 400 to 425 tons or 14,000 bushels of wheat, or about 240,000 feet of lumber on a dratt of 9 feet 9 inches. Her engine is high pressure 18x20 and her boiler 6½x12 feet of 7-16 Otis steel. Speed 10 miles loaded or 11½ light.

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Steel hull 60 feet over all, 10 feet beam, 6 feet hold. Engines fore and aft compound, 8 and 14x12 Otis steel boiler, return flue, 110 pressure. Complete passenger outfit for forty-three passengers. Speed 12 to 16 miles. H. F. LOGMIS, 151 Arlington-st, Cleveland.

A1 TUG FOR SALE.

This tug is 52 feet over all, 13 feet 3 inches beam, and 6 feet 6 inches depth of hold. Engine, 13x14; steel boiler 4 feet 6 inches diameter by 9 feet long. The hull was built by Geo. H. Notter, Buffalo, and is an excellent model and well built. The tug is nearly new, having done only five month's work since she came out new last summer. She has a poop deck and finished cabin fore and aft, and classes A1. Price, $4,300. Address MARINE RECORD OFFICE.

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Commencing Sunday, May 30, 1886 at 5 o'clock p. m the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston Ex	*11 40 A M	*12 noon
No 12, N Y & B Fast Express	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No. 23 Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	‡6 00 A M	6 30 A M
No 25, Mich Accom Norwalk	.....	†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27. Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m, and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m, and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10.30 a. m.

For full information as to trains and counections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

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The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe, speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect April 25, 1886, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger	*9 00 P M	
Local Freight	* 4 40 A M	* 5 45 P M
WESTWARD.	Arrive.	Depart.
Chicago Passenger	.....	*6 45 A M
Fostoria Pascenger	*4 46 P M	*4 51 P M
Local Freight	* 5 00 P M	* 5 50 P M

ROCKY RIVER ACCOMMODATION.

Depart—*7:40 a. m., *1:35 p. m.

EUCLID ACCOMMODATION.

Depart—*6 24 a. m., *9:10 a. m,. *5:05 p. m.

*Daily except Sunday.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

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ESCANABA, MICH.—Wm. Godley.

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, SEPTEMBEB 23.

IRON AND STEEL SHIP BUILDING.

As iron shipbuiiding on the lakes is making great strides all matter on the subject is of interest to lake men. Iron shipbuilding commenced in this country in 1825, five years after the the first iron ship was built in England and ten years later some half a dozen iron steameas were plying on different rivers of the country. But the high price of iron at that time operated to delay the construction of vessels of this class until 1845, when several iron vessels were constructed, chiefly for foreign account. Perhaps the greatest drawback to iron shipbuilding with us is that the amount of capital required to carry on business is too large to be entered upon by small concerns. In Great Britain where the material is cheaper, firms of mederate means have an advantage. While in wooden shipbuilding the plant consists of only the yard and working sheds for men, the plant of an iron yard is estimated to cost about $50,000. However, it is interesting to note that while the shipbuilding industry of the country has in the aggregate been falling off in recent years the construction of iron vessels and iron steamers has steadily increased. The gradual development of the art of fashioning iron and steel into fine specimens of marine architecture has been one of the objects of iron shipbuilders on the lakes and in many instances improvements have been made by our builders. In commenting on the best mode to get the greatest strength out of the minimum of material employed in the construction of iron and steel ship the London Marine Engineer says:

"In spite of the vast strides that the iron and steel shipbuilding has made in the last few years in this country, there seems to be a good deal of vagueness in the minds of ship architects as to the proper conditions for obtaining the greatest strength out of the minimum weight of the material employed; that is to say, with regard to the proper disposition of the chief framings. The deterioration of idea from correct principles among ships' architects has no doubt largely arisen from the fact that they are biased by familiarity with the method of construction formerly employed in wooden vessels, and they have not as yet had sufficient originality to break through the formalities of early prejudice, and adopt the method of iron construction suited most effectively to the altered conditions. We may define the difference between timber and iron shipbuilding to consist in the fact that a wooden vessel has to depend for soundness at sea upon the planking being secured very firmly edge to edge, and this is not so much effected by any mutual attachment between the planking itself, but by the rigid attachment of the planking to the ribs of the vessel. The ribs, therefore, in wooden vessels have always been arranged vertically, and close together to provide substantial attachment for the planks. The decks also of a wooden vessl are approximately uniform in strength, with the beams and the planking, to the remainder of the hull, and the length over all of the timber sailing vessels or steamers has never been very excessive. In modern iron or steel steamers all of these conditions are altered. The plates forming the skin of the vessel are united edge to edge by secure riveting, the skin thus in itself having sufficient adhesion and continuity, without regard to the framing, which need simply serve to keep the skin of the vessel in shape and retain the form of hull, and to afford also a sufficient transverse strength to the vessel as a whole. That the rivetting of the plates to one another provides sufficient adhesion, without regard to their attachment to the framing, is obvious, from the fact that we have never heard of plates parting horizontally, but it is a frequent occurrence for the plates to part vertically. The usual vertical framing, then, if employed after the same manner as was the practice with wooden vessels, ceases to have any definite value with regard to the strength of the hull. It is not required to enable the plates to retain their relative position to one another, and it is of no service whatever as regards the transverse strength of the hull. It is, therefore, an obvious mistake, at the least, that vertical frames should be placed close together if used. The wider placed they are apart the better, as far as regards the maximum strength from minimum material, provided the material is used to more advantage elsewhere, and that the ribs provided suffice to retain the tubular form of the vessel. With regard to transverse strength, a long iron steamer is nothing but a girder, and if built on girder principles is especially suitable to afford great strength with a minimum amount of material as it can readily be worked out as a tubular girder. That this is a point that has as yet received little attention is obvious from the fact that many iron ships have broken through the middle, some from getting aground on an uneven surface when deserted by the tide, or from riding on a sunken shoal or reef. Many others crack down the sides at sea through violent straining, and working in rough weather. The continuity, then, of the girder as a whole, has evidently depended upon the longitudinal adhesion of the plates in such cases rather than upon the framing. The elementary principles in the construction of girders, teach us that there is a neutral axis lying at the centre of gravity of the girder, and that it is the material farthest from this neutral axis that is strained to the greatest extent, the one side in compression, and the other side in tension. It is obvious, then, that considering this neutral axis to pass through the centre of gravity of the hull of a vessel, the keel and bottom plating of the vessel forms one of the chief members of the girder subject to the maximum compressive or tensional strain, according to the direction of the breaking strain. But where is the other member? It must be either provided in the upper sides of the vessel, or by the deck or decks. Evidently, too, when this fact is recognized if it is not desired that the strength of the vessel shall depend merely on the continuity of the plating of the vessel, longitudinal framing must be provided otherwise the whole of the strain will come upon the plates. Longitudinal framing, therefore, in the upper works, decks, and bottom of a vessel are an absolute necessity for strength, the arrangement of the framing about the neutral axis being a matter of comparative indifference. It was a long time before these elementary principles were recognised in the introduction of an iron deck, upon which the wooden deck was to be laid, and where this is done too often, the chief attention of the naval architect is given to bracing the said deck transversely so as to carry and support the sides of the vessel, without regard to the longitudinal strains which in such cases must be carried entirely by the plating. We have heard of comparisons between vessels with vertical framing set very closely, and with little or no longitudinal framing, and others with vertical framing set at least two or three times as far apart, the material so saved being expended upon an iron deck and a double bottom. The comparison of wear and tear after many years' usage was very much in favour of the vessels with the smaller vertical framing, the plates of these vessels remaining in good repair, whereas, in the other case, thousands of rivets had worked loose from the great strain upon the plating, and in some cases the sides had cracked down for some distance during rough weather.

It is known that all men engaged in the vessel business ashore like an easy riding buggy. We therefore take the liberty of directing their attention to the advertisement on the 7th page of the Champion side springs, which are claimed to be the best and easiest riding springs in the world. They have been thoroughly tested in every part of the country with gratifying success. When you get your new buggy stipulate for these springs. The manufacturers are desirous of securing the name and address of every dealer and manufacturer who is not acquainted with the Champion spring and its improvements, and they will cheerfully post them. Address The Champion Gear Company, Lockport, N. Y.

The Lake Superior News says: Duluth is certainly taking the material for the cake this season. On Monday and Sunday the receipts of wheat were one thousand cars or over half a million bushels. The St. Paul Globe, speaking of the Duluth wheat market says: Railroad Commissioner Becker, speaking of the shortage of cars on the railroads to the north and west on account of the great demand for shipping wheat, said that the shortage was attributed to several causes. In the first place the crop is much heavier than was anticipated, and this had some bearing on the situation. Further Gen. Becker said that farmers are disposing of their wheat faster than usual. These two causes had made a considerable shortage in the supply. 'Another thing that keeps cars in the northern part of the state,' said Gen Becker, is that this year much more wheat is going to Duluth than ever before. I was at the Manitoba office, and was shown that instead of 76 per cent of the wheat coming to Minneapolis and 24 per cent going to Duluth, as last year, the figures are reversed and about three-quarters of the wheat is going to Duluth. This is due to the fact of better prices at the latter place." The grain receipts at Duluth for the first seventeen days of September aggregated 5,893 car loads or 2,300,000 bushels, which is larger than the receipts of any preceding month.

LAKE CARRIERS' ASSOCIATION.

At a meeting of the board of managers of the Lake Carriers' Association, held at Buffalo, September 21, 1886, the following resolutions were passed, on motion of Mr. E. T. Evans, and seconded by Mr. Eber Ward, of Detroit:

PRIVATE LIGHTS IN PUBLIC WATERS.

WHEREAS, A bill was introduced in the house of representatives (H. R. 995) in the first session of the present congress by Mr. Dingley, "to prohibit the establishment of private lights and private buoys, and for other purpo es."

WHEREAS, This bill was referred, January 5, to the committee on commerce, and has not since been reported back to the house.

Resolved, That the board of managers of the Lake Carriers' Association, being strongly opposed to the establishment of private lights in public waters. urge upon congress the desirability of passing the above mentioned bill.

Resolved, That certified copies of this resolution be sent to the members of the house and senate committees on commerce, to all senators and representatives from the district represented by this association and to other persons interested.

The bill referred to is as follows:

Be it enacted by the senate and house of representatives of the United States of America, in congress assembled, that it shall be deemed and held to be unlawful for any private person, persons, or corporation to establish any light or buoy in the navigable waters of the United States, to act or to be used as aids to the navigation of the waters of the United States.

Sec. 2. That anyone convicted in a court of the United States of having so established a light or buoy shall be liable to the penalty prescribed by the United States statutes for having committed a misdemeanor.

Sec. 3. That on being satisfied by any corp ra ion or private person that his or their interests will suffer unless a light or lights or buoy or buoys are immediately established, the lighthouse board may, and is hereby authorized to establish inexpensive, temporary lights, if need be, on land which the board is hereby authorized to lease on the best terms it can obtain, and said board is also authorized to pay for the lease of sites, the erection of such inexpensive temporary lights thereon, and for the employment of laborers to maintain such lights, and for the supplies, such as oils, wicks, chimneys, and other articles necessary for the maintenance of such lights, from the general appropriations made for the support of such lights thus established; provided, that funds can be, in the opinion of the lighthouse board, spared from said appropriations for such purpose; and provided further, that the lighthouse board shall make due report of its action in each such case, with its reasons thherefor, through the proper department, to congress at its then current session, or if congress be not in session, at its next session, when if due appropriation is not made for the continuance of each such light by said congress, then each such light shall be discontinued within three months after the expiration of said congress.

VOLUNTEER LIFE SAVERS.

GODERICH, ONT., Sept. 19.

To the Editor of the Marine Record:

Rescue of the crew of the schooner A. C. Maxwell by the Goderich volunteer crew:

This crew, under the command of Captain Wm. Babb, did, at the risk of their lives and also at the risk of losing their boat, with the fields of floating ice then in the lake, and pulling against a moderate gale of wind and sea, saved the lives of seven persons; and these persons were American subjects, and in a frozen condition when rescued by the volunteer crew of Goderich.

Now, Mr. Editor, I find that this brave crew has never been noticed by our government, and I think it is time some one take it in hand. I trust, Mr. Editor, you will give this a place in your paper.

Yours truly, THOS. PAGE,
Captain of Schooner Arctic.

THE Sault ste. Marie canal closed last season on December 2d, the last boats down being the steamer V. Swain, Captain Thompson, and consort E. B. Maxwell. Prior to this the last boats down was on November 28, the steamer Havana and consort Helena and propeller Hiawatha. The Maxwell went ashore off Goderich and the crew were rescued by a volunteer crew of life savers at that port, under command of Captain Wm. Babb, at the risk of their lives. These gentlemen have never had any recognition of their services from their own government for their bravery. We made mention at the time of the generous action on the part of the volunteers and deem it but right that the Canadian government should take some notice of their work in a fitting manner.

OBITUARY.

W. W. LOOMIS.

The sad accident on the Nickel Plate railroad, that terminated the life of Mr. W. W. Loomis ship builder, in the full vigor of manhood has deprived Erie of an enterprising citizen and his wife and children of a kind husband and father. Mr. Loomis has been engaged in the ship building business in Erie for a number of years a number of fine boats has been launcued from his yard, which was one of the most complete in facilities on the lakes. He has for some years endeavored to establish a drydock at that port but had not met with success in the undertaking.

Mr. Loomis built propeller Allegheny in 1873, tug W. R. Beekman in 1882, tug A. F. Bush in 1883, tug Edith in 1883 and the swift passenger steamer G. Barnhurst is also a launch from his yard.

[*Vessel Passages Continued from 3d Page.*]

PASSED DETROIT.

DETROIT, Sept. 20.—Morning, up—Propeller Newburg, tug Kate Williams and schooners Moonlight, John Wesley, steambarge N. Mills and three barges, Abercorn and one barge, Vienna and consort, tug Gladiator and barges Uranus, Sherman, Mills, Wilcox.

Afternoon—Tug International and schooner N. C. West, schooner Mary Copely, propellers Tioga, Colorado.

Morning, down—Barge City of Cleveland and schooner Ahira Cobb, tug Casle and schooners Jas. F. Joy, Jennie Mathews, Colton, Champion and schooner M. L. Higgie, barge Columbia and consort, propellers Milwaukee, New York.

Afternoon—Steambarge Latham and two barges, J. S. Fay and consort, propeller Saginaw Valley, tug River Queen and schooners Arctic, Persia, barge William Chisholm.

DETROIT, Sep. 21.—Passed up, morning—Barge H. E. Packer, tug Charlton, barge C. Hurlbut, consort, and schooner C. G. King, tug Kittie Haight, barges Kalkaska, H. C. Schnoor and one barge, tug John Owen and schooners Michigan, E. A. Nicholson.

Afternoon—Tug Crusader and schooner Constitution, barge J. H. Outhwaite and schooner Thomas Gawn, G. W. Davis, tug Parks and schooner Belle Mitchell, Owasco, United States steamer Michigan, schooner John Rice.

Morning, down—Propeller W. L. Frost, steambarge Egyptian and consort, tug Kittie Haight and schooner City of Sheboygan, steambarge George King and four barges, Araxes and barges Drake, American Giant, and schooner John Breeden, Rhoda Stewart and four barges, Wocoken and consort, K. M. Forbes, Ira Chaffee and two barges, tug Winslow and schooners P. B. Locke, Mineral State, R. Doud.

Afternoon—Tugs Oswego and steamer Keweenaw, Hercules and schooner Pulaski, Jessie, Wilcox, propeller Nyack, tug Sprite and schooner Grace Murray, propeller St. Paul.

DETROIT, Sept. 22.—Passed up, morning—Steambarge Salina and four barges, tug Record and three barges, Metamora and three barges, propeller Conestoga, schooner Schuylkill, tug International, and schooners W. J. Cummings, Metropolis, Smith and Post, tug James Reid and schooner H. M. Scove, John Martin and schooner D. S. Austin, Waukesha, L. L. Lamb, schooner A. Ford, steambarges B. W. Arnold, Point Abino, A. M. Cowie and two barges, Oregon, and F. Palms, P. S. Marsh, Mackinaw, Morley, Wm. Edwards and consort, schooners Benedict, Thos. Voges, tug Sand Beach, barge Siberia and consorts, Onoko.

Afternoon—Barge Superior, consort, and schooner John Martin, tug Oswego, and schooner Mary Collins, steambarge Minneapolis and consort, Ed Smith and four barges, Iron Age and schooner D. E. Bailey.

Forenoon, down—Tug Ella Smith and

three barges, schooner Monguagon, Haight-L. S. Hammond, Porter, and schooner Col, umbian, barge Bessemer and consort, propeller Juniata, barge R, Wallace and consort, yacht Little Mac, barge J. E. Mills, schooner Home, barge Iron Chief and consort, Ogemaw and four barges, tug Sweepstakes and schooner Scotia, Champion, barge Cleveland and two barges, steamer Gazelle.

Afternoon—Steambarge Nipigon and three barges, tug International and steambarge City of Montreal, disabled, and one barge, steambarge City of Mt. Clemens, tug Hercules, schooners Belle Hanscomb, Willie Kellar, barge Michigan, two barges, and schooners Mabel Wilson, Mary Pringle.

THROUGH THE SAULT.

SAULT STE. MARIE, Sept. 20.—Morning, up—Steambarge Wallula, propeller Toledo.

Afternoon—Tug A. Sumner, schooners Michigan, Delaware, propellers Northerner, Russia, Osceola, steambarge R. P. Ranney, schooners S. J. Tilden, Negannee, propeller Japan, schooners David Wagstaft, S. H. Kimball, propeller J. L Hurd, steambarge A. Everett, schooners H. J. Webb, Sophia Minch.

Morning, down—Tug Mystic, schooner Selkirk, steambarge Iron Chief, schooner Iron State, steambarge Nipigon, schooners Middlesex, Melbourne, Eureka, propellers St. Paul, Nyack, City of Montreal, schooner J. E. Gilmore, steambarge Robert Wallace, schooner David Wallace, tug Mystic.

Afternoon—Propeller Campana, tug Geo. Brockway, scows Jacobus, A. R. Kellogg, tug Music, schooners Commodore Nelson, Favorite, propeller B. W. Blanchard, schooner J. T. Johnson, steambarge Oscar Townsend, schooner Edward Kelley.

SAULT STE MARIE, Sept. 21.—Morning, down—Propellers Nevada, City of Owen Sound, steambarges Smith Moore, M. M. Drake.

Afternoon—Steambarge J. H. Farwell, schooners J. H. Rutter, Jeremiah Godfrey, steambarge Australasia, schooner H. D. Alverson, steambarge C. H. Green, schooners Mattie C. Bell, Rosa Sonsmith.

Afternoon, up—Steambarge D. D. Calvin, schooners Prussia, Fayette, Gray Oak, steambarge Escanaba, Arizona, R. A. Packer, Ohio, Continental, schooners Magnet, C. H. Johnson, steambarge Calumet, schooner Ironton, propeller Alma Munroe, propeller United Empire, steambarge Geo. T. Hope, schooner Polynesia.

SAULT STE MARIE, Sept. 22.—Forenoon, down—Steambarge J. Macey, schooner John Burt, Camden, steambarge Republic, schooners James Couch, Grace Holland, steambarge J. H. Devereux, tug Mystic, schooner Saveland, propeller Arctic, steamer Dove.

Afternoon—Propeller Alberta, tug Constitution, schooner Thomas H. Cahoon, propeller Samual T. Hodge, propeller Jay Gould, steambarge Colonial, schooner Specular, steambarge Forest City, schooner H. H. Brown, Ishpeming.

Forenoon, up—Steambarge Spokane, and schooner M. E. Tremble, Cuba, schooner Donaldson, Anna Smith, Jas. C. King, tug Niagara, schooners Montmorenci, Montcalm, Mount Blanc, Montgomery, Republic, steambarge Cumberland, schooners W. D. Crosthwaite, Erastus Corning, Florida, H. Fitzhugh, steambarge Iron Duke, schooner Iron Cliff, steambarge Havana, schooners Genoa, Helena, steambarge H. E. Packer.

PASSED PORT COLBORNE.

PORT COLBORNE, Sept. 20.—Passed up—Schooner M. L. Breck, Welland to Ashtabula; propeller John Pridgeon, Jr., Ogdensburg to Chicago; steambarge Abercorn, Sodus Point to Saginaw City.

Down—Schooner Hoboken, Chicago to Oswego; J. R. Noyes, Chicago to Oswego; steambarge Monteagle and cousort, Chicago to Ogdensburg; W. A. Haskell, Chicago to Ogdensburg.

In harbor—Schooner M. L. Breck, steambarge D. M. Dickinson and consort, bound up lake, ran in here yesterday for shelter.

PORT COLBORNE, Sept. 21.—Passed up—Schooner Oliver Mowatt, Kingston to Cleveland; Clara Youell, Wellers Bay to Cleveland; steam yacht Peerless, Cape Vincent to Cleveland.

Down—Schooner Gleniffer, Toledo to Kingston; propeller St. Magnus, Duluth to Kingston.

PORT COLBORNE, Sep. 22.—Passed up—Steambarge Clinton and barge, Kingston to Toledo.

Down—Schooner Jennie Matthews, Chicago to Ogdensburg; steambarge Tecumseh and one barge, Toledo to Ogdensburg; St. Magnus, Duluth to Montreal.

THROUGH THE STRAITS.

MACKINAW CITY, Sept. 20.—Morning, down—Propeller Fayette with one barge, schooner Scotia, propeller Clyde.

Afternoon, up—Propeller Syracuse and schooner G. A. Marsh, propeller Clarion. propeller Rochester.

MACKINAW CITY, Sept. 21.—Morning, down—Propeller D. Balentine and schooner Northwest, Oceanica, Yosemite and consort, A. Folsom with schooners Frank Perew and Kingfisher, Acadia and California, George Burnham.

Afternoon—Chicago.

Morning, up—Propeller John B. Lyon with schooner John M. Hutchinson, Newburg.

Afternoon—City of Rome with schooner Redwing, Tioga, Cuba.

MACKINAW CITY, Sept. 22.—Morning, down Propeller W. H. Gratwick and one barge, Starucca.

Afternoon—Boston, H. J. Jewett, and schooners Craftsmen, Our Son.

Morning, up—Schooner R. B. Hayes, propeller Vanderbilt, schooner American Union, propeller Huron City and two barges, J. L. Hurd.

Cleveland tug men have knocked 10 per cent off their discount which advances rates for towing in that proportion.

[*Around the Lakes Continued from 1st Page.*]

CHICAGO.

Special to the Marine Record.

Grain freights are steady at 4c. on wheat and 3¾c on corn to Buffalo; 2½c on corn to Sarnia, and 2¾c to Georgian Bay ports.

The schooner York State, while proceeding down the river, in tow of the tug Geo. B. McClellan, Tuesday afternoon, collided with the schooner Wm. Jones, lying outside of two schooners, near Wells street bridge. The York State had her bowsprit and jibboom broken, and the Wm. Jones had her rail and some stanchions and a portion of her foremast rigging badly damaged.

At the Chicago Drydook Company's yard the schooner W. O. Goodman received a new bowsprit and jibboom; the schooner A. P. Nichols repairs to her bottom; steambarge C. Hickox some calking; the schooner Winnie Wing received a new jibboom and rudder stock; propeller J. L. Hurd to have stern bearing fixed; schooner T. L. Parker was in for calking and a new jibboom; the propeller Escanaba received repairs to her cabin; the steambarge Swallow received a new wheel; schooner James Mowatt a new fore gaff; schooner Ellen Spry new timber heads and dolphin striker; barge Newcombe some calking; schooner Exchange some repairs; schooner Groten some calking; barge Ogarita had her main mast taken out; the schooner Minnie Mueller got some new ceiling; schooner Delos de Wolf was in for calking; the schooner York State for a new jibboom; schooner Lincoln Dall had her top sides calked.

Upon inquiry at the Ford River Lumber Company's office on Wednesday we find that Captain Nelse Anderson is not much better, but hopes are entertained of his recovery. A. Nelson, mate of the schooner Ford River, has been placed in command of her during Captain Anderson's illness.

Captain Julius Baker has resigned command of the schooner Luling and taken command of the schooner Bay State. The mate of the Luling has been placed in command of her.

Captain Thomas Beggs has resigned command of the schooner Bay State and taken command of the schooner E. J. McVea.

A heavy squall from the southeast last Saturday night drove several vessels back to port, among which were the Ellen Spry, Newsboy and Annie Dall, with the loss of some of their sails. The scows Spray and Sodus were driven ashore off Lakeside. The Evanston life savers took off the crew from the Sodus; the Spray's crew waded ashore

The schooner Winnie Wing, in tow of a tug, collided with the schooner Lotus last Wednesday in the river. The Winnie Wing carried away her jibboom, head gear and rudder stock, and the Lotus some of her stays.

The Goodrich steamboat company discontinued the running of their morning boat between Chicago and Milwaukee last Monday. The evening boat will continue to run as before.

Lincoln Miller, eldest son of Thomas Miller, of the Miller Brothers' firm of ship builders at this port, was married Wednesday evening, September 15, to Miss Louise Gesselbrecht, at 176 La Salle avenue, the residence of the bride. The happy couple left for St. Louis to visit the triennial conclave, thence to Denver, Col., on their wedding tour.

Mr. Ward, of the firm of Ward & Jackson, shipsmiths of Cleveland, was in the city on Tuesday.

The schooner W. O. Goodman, Captain Thomas Hanson, arrived on Sunday with lumber from Green Bay. She was minus her bowsprit and jibboom, having been in collision with the schooner City of Green Bay, south of Bailey's harbor. The latter received some damage to her fore rigging.

Captain Jones, of the schooner J. B. Newland, has been suffering from asthma for some time. Last Thursday he was so ill that he was removed from his vessel and sent by rail to his home in Racine, the mate assuming command of the schooner.

At Miller Brothers' shipyards the tug Shields was in and had her stern bearing fixed; the steambarge St. Joseph for a piece of new stem; the tug A. C. Waters had her bottom calked; the schooner Phœnix received some new plank in her bottom and some calking; the Peshtigo company's barge Advance had a leak stopped; the schooner Maggie Dall had her bottom calked; the steambarge Oswegatchie received a new wheel; the tug A. B. Ward had her shoe repaired and some calking; the schooner L. A. Simpson is getting new fore, main and mizzen masts, top masts, bowsprit and jibboom; the schooner Schuylkill received a new topmast; the schooner C. J. Magill a new top sail yard; one of Perkins' scows had a leak stopped.

The schooner L. A. Simpson, which was dismasted off Michigan City, arrived here last Thursday, in tow of the tug A. C. Waters, and was taken to Miller Brothers' shipyard to receive new masts, etc.

J. S. Dunham received a dispatch last Thursday, reporting the loss of the schooner F. J. King. She left Escanaba Wednesday, loaded with iron ore for Chicago. Shortly after passing out into Lake Michigan she encountered heavy weather. The sea was running high from the southeast, and the schooner was so badly strained that her seams opened up and the water rushed into her hold. The crew made a strong effort to keep her afloat, but the pumps were unable to keep pace with the inflow. When the vessel was six miles to the eastward of Cana island, she began to settle. All hope of saving her was then abandoned and the crew gathered their effects together and got into the yawl. Shortly after the schooner rolled over on her side and went down in twenty-five fathoms of water. The crew pulled ashore, landing at Bailey's harbor where they boarded a vessel bound for Chicago. The loss of the schooner falls all the more heavily on Captain Dunham, her managing owner, as she was the only vessel belonging to his fleet on which he carried no insurance. Captain Wm. Griffith, her master, owned a one-third interest, which is insured. Captain Dunham bought the vessel fifteen years ago. She was built in Toledo in 1867 and measured 266 tons. Last winter she was rebuilt at an expense of $6,000, after which she was given an A2. She rating was valued at $10,000. Her cargo of ore was consigned to the Joliet Steel Works, and was worth about $4,000.

WILLIAMS.

EAST SAGINAW.

Special to the Marine Record.

J. H. Prentiss, owner of the barge Theo Perry, returned home from Buffalo Thursday where he has been engaged in looking into the case of her absconding master, Peter Smith. Mr. Prentiss is of the opinion that Smith, who has long served him faithfully, lost about all of the eight hundred dollars while on a spree in Tonawanda before he left for parts unknown. Captain George Morris will command the Perry for the balance of the season.

The Heisterman island club house has been closed for the season, and the steamer J. C. Liken has withdrawn from the route. She will go in the shore freight trade for the rest of the season.

The steamer Lucile has taken the steamer L. G. Mason's place on the river route. The Mason is now giving tri-weekly fishing excursions up the Shiawassee and Flint rivers, leaving early in the morning and returning at night. She carries a number of small boats, fishing tackle, etc., also a "grocery" at which the fisherman can refresh himself. The enterprise will undoubtedly prove a paying one while the season lasts.

The steamship C. H. Green and consorts, Rosa Sonsmith and Mattie C. Bell, owned in this city, got $2.35 on ore, from Ashland to Cleveland on their last trip.

The tug Challenge was in A. F. Bartlett & Company's slings for a new outboard shaft, coupling, etc.; the tug Willie Browne was in for repairs to stern bearing and boiler work; the tug Boyd for washing out boiler; yacht Fish for new shoe; tug Anna for boiler work; steam yacht Bessie M. for straightening shaft.

The tug Record and four barges, left the river Friday for Ohio ports.

The tug Temple Emery is engaged in barge towing outside.

The barge D. Ferguson, recently waterlogged at Tawas, has been raised.

The new Genesse avenue bridge is to be turned by steam next season, which will be appreciated by vessel men.

It is reported that most of the lightermen, engaged generally by the day during the summer in loading lighters, have quit and gone to wolloping on vessels, as in some instances as high as 60c an hour has been paid, and then captains were unable to secure a crew owing to the rush just at present.

The steamer C. P. Fish has been taken from the Saginaw ferry route and is now engaged in running hunting and fishing excursions, which seem to pay the owners fairly.

SHAW.

FRANKFORT.

Special to the Marine Record.

The schooner Major W. H. Ferry loaded at Bellows' mill this week. She is, I believe, the only "titled" sail vessel on the lakes at present.

The season of fall gales has arrived, and we wish to call the attention of mariners to the advantage of making shelter in Frankfort during a gale. We have fourteen feet of water, good piers, and reliable pier head light, powerful tugs, and plenty of room inside of the harbor. Instead of running for the Manitou islands or Manitowoc, give our harbor a trial.

During the heavy south wind on Wednesday the steambarge Canisteo with consorts Fulton and Eleanor, coal laden fram Buffalo to Milwaukee, sought shelter in our commodious harbor. They drew twelve feet of water. They belong to the Tonawanda barge line, and carry lumber from Manistique down and coal up. The Canisteo is only three months old and has the engine of the burned tug Vulcan. The old barge Fulton is a relic of the days of '54, and was built at Cleveland.

DETROIT.

The Detroit Drydock Company will build a composite steamer, somewhat larger than the new barge Peck. It is expected that she will be ready for business at the opening of navigation next season.

A. M. Jones, agent for the Michigan Navigation Company, sold the barge Ogarita to Captain N. F. Whipple, of this city. The terms have not been made known. The Ogarita is 575 tons, and was built at Conneaut in 1864.

The repairs to the steamer Milton D. Ward will cost about $3,000, and take about three weeks to complete. Captain Grummond has libeled the barge Norma for $4,000 damages.

A sailor on the steamer D. Leuty, while standing on the port rail, was knocked overboard by the boom and drowned in Lake Erie. He was 28 years old and unmarried.

The rates for harbor transfers were advanced about 20 per cent. and the following trip card adopted: For towing canal vessels of from 14,000 to 17,500 bushels capacity, from Detroit to Lake Erie, single, $16; double $15; Lake Erie to Detroit, single or double, $16; vessels of from 18,000 to 24,000 bushels capacity, Detroit to Lake Erie, single, $18; double, $16; Lake Erie to Detroit, $20, and $5 extra for vessels taken to the water works wharf. For vessels over 24,000 bushels capacity, 80c extra per 1,000 bushels. Wyandotte and Trenton towing same as Lake Erie towing.

KINGSTON.

On the down trip Isaac May and tow encountered heavy weather and the barge's seams leaked so freely that almost her entire cargo was was destroyed. She had 31,000 bu. of corn, and all but 4,000 bu. was rejected by the consignee. The cargo was shipped from Chicago by William Dunn & Company, and is insured in the following companies: Louisville underwriters, $9,260; Union, of Philadelphia, $3,000; state of Pennsylvania, $2,000. The Isaac May wet 400 bushels of her cargo.

Last week while the Canadian steamer Maxwell was lying alongside a dock at Parry Sound Henry Smith, the second engineer, went into the paddle box to make some repairs. While at work the chief engineer, not knowing that his assistant was in the box, gave the engine a turn ahead to move the steamer closer to the dock. Smith tried to escape, but was struck by the wheel mangling his head and shoulders in a frightful manner. He clung to the paddle and was carried into the water. When picked up he was unconscious, and a few hours later he died. He leaves a family at Port Perry.

NEW WINDLASSES.

The American Ship Windlass Company will furnish the steambarge, building by R. Mills & Co., with a Providence patent capstan windlass and a main deck capstan.

The steamer building by the Union Drydock Company for the Union Steamboat Company, a Providence patent steam capstan windlass and a Providence patent steam capstan aft, similar to those on the steamers Tioga and Susquehanna.

Towing barge, building by Thos. Quayles' Sons a Providence patent windlass, and also for second barge, building by same parties, a Providence steam capstan windlass, same as put on the Spokane and Charlemagne Tower, Jr.

The two steambarges, building by Frank W. Wheeler at West Bay City, two Providence patent steam capstan windlasses and two Providence steam capstans aft.

The steam barge building at St. Clair by Simon Langell, a Providence patent steam capstan windlass, same as put on the Kalkaska and S. Langell and Providence steam capstan aft.

The steam barge building by Wolf & Davidson at Milwaukee, will have a Providence patent steam capstan windlass and steam capstan aft.

It would seem as though the nautical public, on the lakes, were waking up to the advantages of a steam windlass and steam capstan for handling chains and hawsers, and were determined to have the best and and latest improvements in that line.

MARITIME LAW.

THE RULE OF APPORTIONMENT OF DAMAGES IN CASES OF MUTUAL FAULT—TO WHAT CASES APPLICABLE.

Curry vs. Steamship Max Morris.

U. S. Circuit Court, Southern District of New York.

1. Libelant sustained personal injuries by falling through an unguarded opening on board of the steamship Max Morris, and brought suit for damages against the vessel. The district court found negligence on both sides and divided the damages. The steamship appealed to this court, claiming that in admiralty the rule is the same as the rule of the municipal law which forbids recovery when the negligence of the plaintiff has contributed to the injury. Held—on the authority of Atlee v. Packet Co., 21 Wall. 389,—that the rule of dividing damages in cases of mutual fault can no longer be considered as applicable only to collision, but the principal enunciated by that case apply to all cases of marine tort founded upon negligence. The decree of the district court was therefore affirmed.

2. The admiralty rule of apportioning damages in cases of mutual fault considered.

[District Opinion, Maritime Register, October 7, 1885.]

Wallace, J.

The libelant, while engaged as a laborer upon the steamer, fell through an unguarded opening at a place at which he supposed there was a lader and was hurt. The district court decided that the accident was attributable to the concurring negligence of both parties and apportioned the damages to the libelant by allowing him compensation for his immediate pecuniary loss in time and wages, and disallowing him for his pain and suffering or other consequential damages. The case has been brought here on appeal to determine the question whether the rule of admiralty for apportioning damages in collision is to be extended to ordinary actions for personal injuries sustained on board vessels by laborers, seamen, passengers or others by reason of the concurring negligence of the party injured and those for whose conduct the ship is responsible, or whether the rule of the municipal law is to prevail, which denies a recovery to a party when his own negligence has contributed to produce the injury.

If the rule which was adopted by the learned Judge of the district court could be sanctioned and applied generally in actions of the character of this, it could be flexibly adjusted to the equitable considerations of each case and would thus enable a fair distribution of the loss resulting from the mutual fault of parties to be made. But the court cannot be controlled by this consideration; the question is not whether it would be convenient or salutary to adopt a new rule of responsibility or damages in actions other than those for a collision, but whether such a rule already exists and may therefore be applied. In the language of Lord Kenyon "I cannot legislate but by industry I can discover what our predecessors have done and I will tread in their footsteps." Although it has been said that "in cases of maritime torts courts of admiralty are in the habit of giving or withholding damages upon enlarged principal of justice and equity, and have not circumscribed themselves within the positive boundaries of mere municipal law" and that "they have exercised a conscientious discretion upon the subject" (Story J. Marianna Flora 11 Wheat, 1,) these observations do not imply that such courts do not proceed upon settled rules equally with courts of equity or of common law. The most certain evidence of these rules is to be found in the reports of their decisions. If these fail to denote the recognition of a principal or the application of a rule which is invoked in the case in hand, and the facts are not new but are similar in substance to those which have frequently been the subject of judicial treatment, the absence of authority is pursuasive evidence that no such principal or rule exists.

No authority is found for the rule of apportioning damages in cases of mutual fault except in causes of collision, negligent navigation, and possibly of prize, in the decisions or in the text books earlier than the recent case of the Explorer, 20 Fed. Rep. 103. The learned judge [* who decided that case, concedes that he had not been able to find "that outside of collision and prize cases the admiralty courts have claimed or exercised a different rule as to cases of contributory, concurrent or comparative negligence from that applied generally in courts of law and equity in cases of damage and torts suffered on land." On the other hand it has been repeatedly decided directly or by implication prior to the present case by the district courts in this circuit that when the negligence of the party injured contributed to produce the injury he could not recover. In the Germania, 9 Ben. 356, Blatchford J. stated the rule as follows: "The owner of the vessel is liable *in personam*, and the vessel is liable *in rem*, for injuries done to person or property by the negligence of the master and crew of the vessel, only where the owner would, under the same circumstances, be liable in a suit at common law." This was also assumed to be the rule by Benedict J. in the Calista Hawes 14 Fed. Rep. 493. The members of the profession in this circuit have hitherto acquiesced in these decisions, and the circuit court until now has never been called upon to question their correctness by an appeal. In the Rheola, 18 Fed. Rep. 926, it was also assumed by the circuit judge to be the rule that the libelant could not recover for personal injuries if his negligence had contributed to produce them. That this has been the understanding of the law in other circuits is manifest by the opinions of Deady J., in the Chandos, 4 Fed. Rep. 645 and in Holmes vs. Oregon R. Co. 5 Fed. Rep. 523, and by the opinion of Hughes J. in the Manhassett, 19 Fed. Rep. 430. See also Henry's Admiralty Jurisdiction and Procedure (sec. 77.)

The rule of admiralty in collisions, apportioning the loss in case of mutual fault, is peculiar to the maritime law. It is not derived from the civil law, which agrees with the common law in not allowing a party to recover for the negligence of another where his own fault has contributed to the injury. (Whorton, Negligence, see. 300.) It emanated from the ancient maritime codes, and the reasons which are assigned by commentators as commending it are various and divergent. According to Cleirac, 1 Bell Com. 581, (5th ed.,) "this rule of division is a rustic sort of determination, and such as arbiters and amicable compromisers of disputes commonly follow where they cannot discover the motives of the parties, or when they see fault on both sides." He thought its object was to prevent owners of old and worthless ships from getting them run down on purpose in order to found a claim for excessive damages. Mr. Bell defends the rule upon expediency, "because," he says, "there appears to be no sufficient protection without some such rule for weak ships against stronger and larger ships; the masters and crews of which will undoubtedly be more careless when they know that there is little risk of defection, and none at all of direct damage to their vessel,—by which a smaller ship may be run down without any injury to the assailant." Lord Denman in Devaux vs. Salvador, 4 Ad. & El. 420, says "It grows out of an arbitrary provision in the law of nations from views of general expediency, not as dictated from natural justice, nor possibly quite consistent with it.

By the laws of most of the maritime states the rule was applied in discriminately in collisions when both vessels were to blame, when neither was to blame, and when the blame could not be detected. Abbott Ship 229. In a recent article in the Law Quarterly Review (July 1886, Vol. 2 page 362,) Mr. Marsden traces the history of the recognition of the general maritime law on this subject by the English admiralty courts, and shows that in the earlier cases the rule of division of loss was applied when there was no fault in either ship and when the cause of collision was uncertain, as well as in cases when both ships were in fault. Since the Woodrop Sims, 2 Dod. 83, the rule has only been applied in the case of both ships in fault; and as thus applied is now adopted as part of the general municipal law of England by the judicature act of 1873.

In our own courts it may still be regarded perhaps as an open question whether apportionment is the rule where the fault is inscrutable as well as when both vessels are in fault or whether only one vessel is in fault. The Grace Girdler, 7 Wall. 196; the John Henry, 3 Ware, 264; the David Dows, 16 Fed. Rep. 154; the Comet, 1 Abb. 450; the Breeze, 6 Ben. 14; the Summit, 2 Curtis, 150.

If no trace is to be found of any doctrine of liability or rule of damages in cases of marine torts which is peculiar to the admiralty, except that which obtains in cases of collision and has exclusive reference to the conduct of ships towards each other and the faults or accidents incident to their navigation, resort may be had to the principles or analogies of the common law or of the civil law when a new question arises; and it has also been said that local statutes or general statutes not obligatory upon courts of admiralty furnish a rule of decision.

The Highland Light, Chase's Decisions, 150; Steamboat vs. Phœbus 11 Peters, 175; Steamboat Company vs. Chase, 16 Wall 531; Cutting vs. Seabury, 1 Sprague, 522; the Lottawanna, 21 Wall. 558. Ordinarily to determine the rights and remedies of parties for marine torts the courts recur to the rules of the common law to ascertain what acts are marine torts. (Petersen vs. Watson, Blatch & H. 487.) In the language of the decisions marine torts are said to embrace wrongs committed by direct force and those suffered in consequence of the negligence or malfeasance of others "where the remedy at common law is by an action on the case." Philadelphia W. & B. R. Company vs. Philadelphia etc. Steam Towing Company 23 How. 216; Leather vs. Blessing, 105 U. S. 630.

As has been stated both the common law and the civil law agree in denying a right of recovery for negligence when the negligence of the party injured has concurred in producing the injury. The reason for the rule is sometimes said to be based upon grounds of public policy, which requires in the interest of the whole community that every one shall take such care of himself as can reasonably be expected; but the reason more commonly assigned why contributory negligence is never considered in mitigation of damages but is deemed a complete defence is because "the law has no scales to determine in such cases whose wrong doing weighed most in the compound that occasioned the mischief." R. R. Company vs. Norton 24 Pa. St. 469; Greenland vs. Chaplin, 5 Exch. 243, 247; Wilds vs. H. R. R. Company 24 N. Y. 432. The language of Strong, J. in Heil vs. Glanding, 42 Pa. St. 493, 499 is as follows: "The reason why in cases of mutual concurring negligence neither party can maintain an action against the other is not that the wrong of the one is set off against the wrong of the other; it is that the law cannot measure how much the damage suffered is attributable to the plaintiffs own fault. If he was allowed to recover it might be that he would obtain from the other party compensation for his own misconduct." It would seem that either of the reasons assigned should be as controlling with a court of admiralty as in a court of common law. It is also to be observed that the rule relates to the cause of action and denies any right of recovery, and is not one of damages for ascertaining what measure of compensation should be awarded.

The question presented by this appeal is both novel and interesting. Cases similar to this are now frequently brought in the district courts, but those in which the amount involved is sufficient to enable an appeal to be brought from this court to the Supreme court are very rare; and it follows that the decisions of the circuit courts must be accepted as final and as definately determining the law of such cases for probably many years. The judgment of the circuit court in the case of the Explorer is embodied in a carefully considered opinion and is entitled to great weight in this court. But whatever doubts might be entertained of its correctness, or of the duty of this court to yield to its authority as the judgement of a court of co-ordinate jurisdiction pronounced after full consideration by a judge whose opinions always command the highest respect, have been removed by a decision of the Supreme court which seems to have been overlooked by counsel as well as by the judges who have hitherto considered the question involved. In Atlee vs. Packet Company 21 Wall. 389, there was an appeal in admiralty from a decree of the circuit court of the district of Iowa awarding damages to the owners of a barge which was injured by being run against a stone pier built by the respondent in a navigable part of the Mississippi river. The circuit court decided that the pier was an unlawful obstruction and decree for the whole damages sustained by the libelant; but the Supreme court, although agreeing that the pier was an unlawful structure and that the respondent was liable, decided that the pilot of the barge was guilty of negligence for want of knowledge of the pier and for hugging the shore, when by proceeding further out in deep water his vessel would have been safe, and reversed the decree below by dividing the damages. The question whether damages should be divided in such cases was considered and disposed of,—Mr. Justice Miller delivering the opinion of the court, in the following language: But the plaintiff has elected to bring his suit in an admiralty court, which has jurisdiction of the case, notwithstanding the concurrent right to sue at law. In this court the course of proceeding is in many respects different and the rules of decision are different. The mode of pleading is different, the proceeding more summary and informal, and neither party has a right to trial by jury. An important difference as regards this case is the rule for estimating the damages. In the common law court the defendant must pay all the damages or none. If there has been on the part of plaintiffs such carelessness or want of skill as the common law would esteem to be contributory negligence they can recover nothing. By the rule of the admiralty court, where there has been such contributory negligence, or in other words when both have been in fault, the entire damages resulting from the collision must be equally divided between the parties. This rule of the admiralty commends itself quite as favorably in its influence in securing practical justice as the other, and the plaintiff who has the selection of the forum in which he will litigate cannot complain of the rule of that forum. It is not intended to say that the principles which determine the existence of mutual fault on which the damages are divided in admiralty are precisely the same as those which established contributory negligence at law that would defeat the action. Each court has its own set of rules for determining these questions which may be in some respects the same but in others vary materially." Upon these views of the law the collision rule for dividing damages can no longer be considered as applicable only to cases involving the rights and responsibilities of parties for coliding vessels. The principles enumerated apply to all cases of marine tort founded upon negligence, without regard to any peculiar considerations of maritime policy for regulating the conduct of ships towards each other or to any exceptional rules of practice adopted by the admiralty courts because of the intrinsic difficulty in collision cases of locating the fault or the cause of the disaster. This decision covers the whole ground and fully sustains the ruling in the Explorer and in the district court in this case.

The decree of the district court is affirmed.

September 6, 1886.

THE SOUTH AND SHIP-BUILDING.

It seems that America has the resources to rival and to surpass any ship-building nation in the world. The problem of the proper development of these resources has not yet been solved nor reached. In twenty-five years it has not been solved by the capitalists who should be able to apply the means for the restoration of this industry, nor by the statesmen who have prescribed and framed the laws which are deemed best for the advancement of American interests. Is the question too deep for the fathoming of our modern statesmanship, that it is dodged by the shrewdest political leader in Maine, the former great shipbuilding state of our Union; or are we confronted by the deplorable fact that the Americans, who are enabled to surpass the Old World in almost all other of the mechanical arts, are not able to compete with the nations in the most important of all, modern shipbuilding?

If this business should ever receive another impetus in this country, or be stimulated once more to its former proportions, its great shipyards should not be confined to the shores of Maine and the foundries of Philadelphia and other northern cities.

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It would be of great advantage to the American shipping interests if congress would go to work and repeal the ancient maritime and navigation laws that were suitable, perhaps, for another epoch in our commerce, but do not satisfy existing conditions and requirements, and therefore ought to become obsolete. And it would be a good thing for the merchant marine service if the government would adopt the same means and measures that obtain in other nations to foster and encourage American shipbuilding.—*New Orleans Times-Democrat.*

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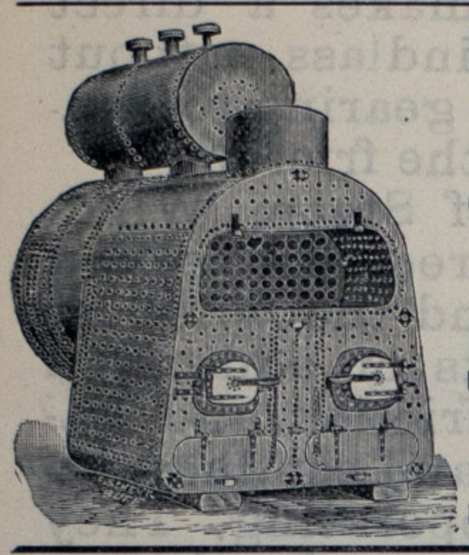

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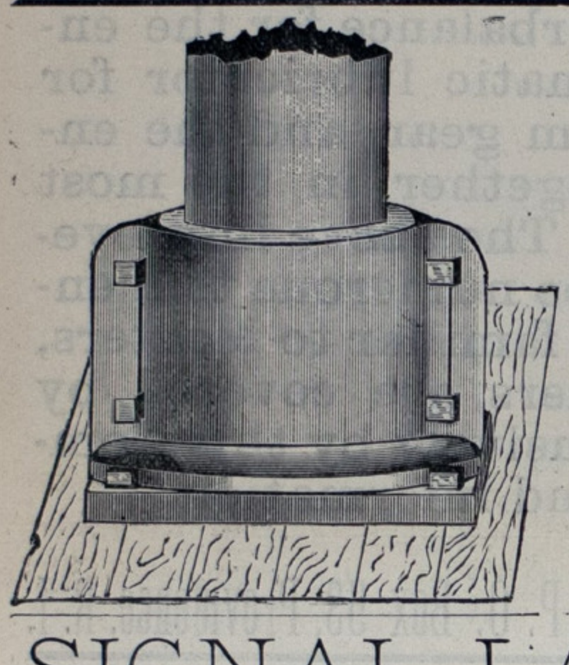

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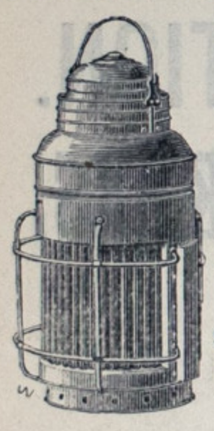

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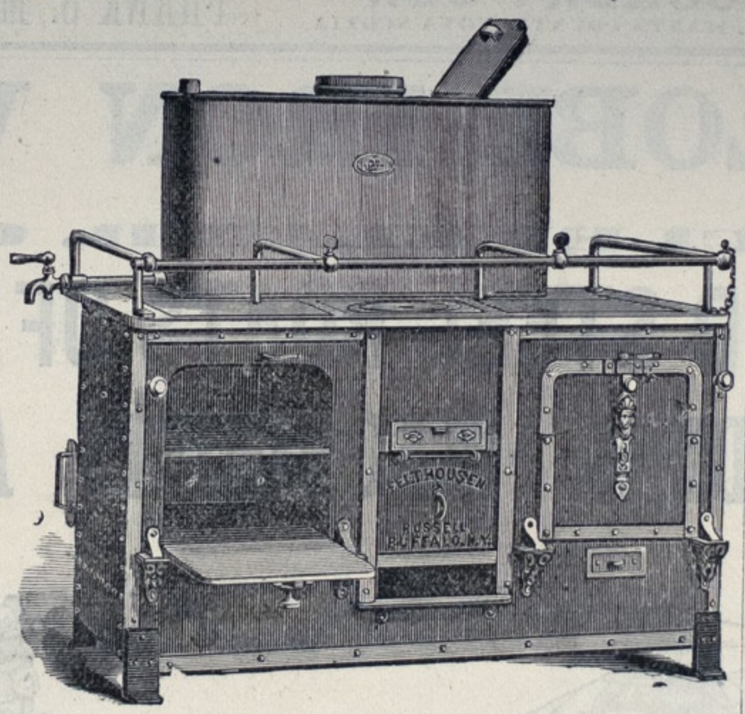

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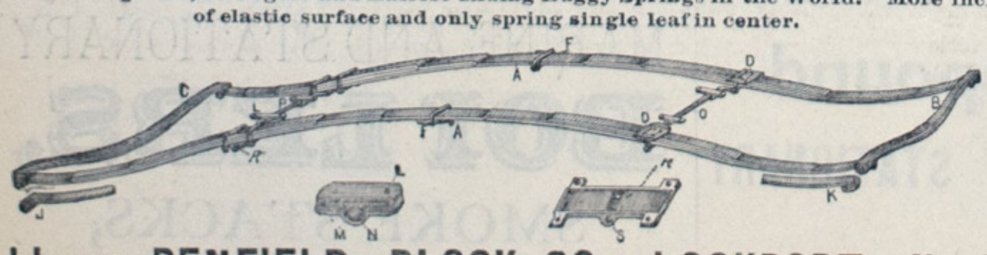

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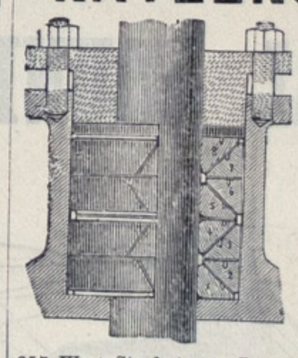

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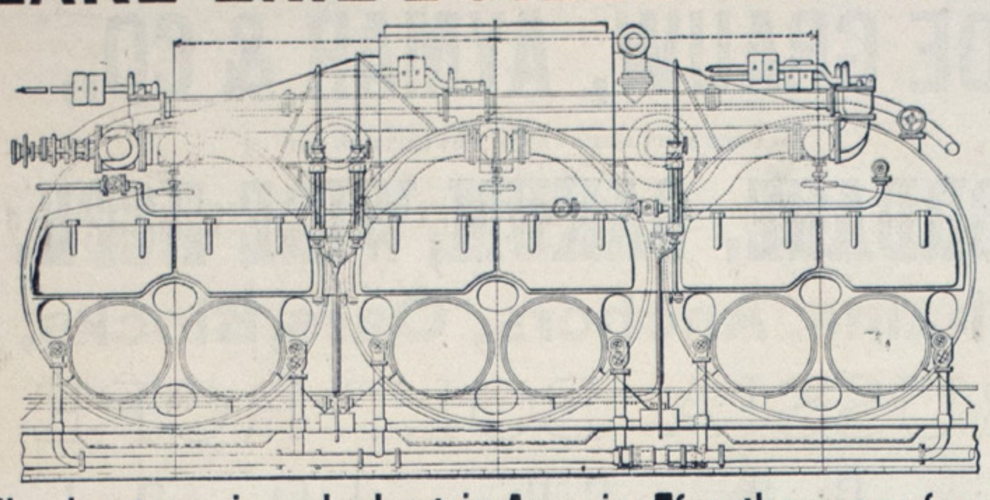

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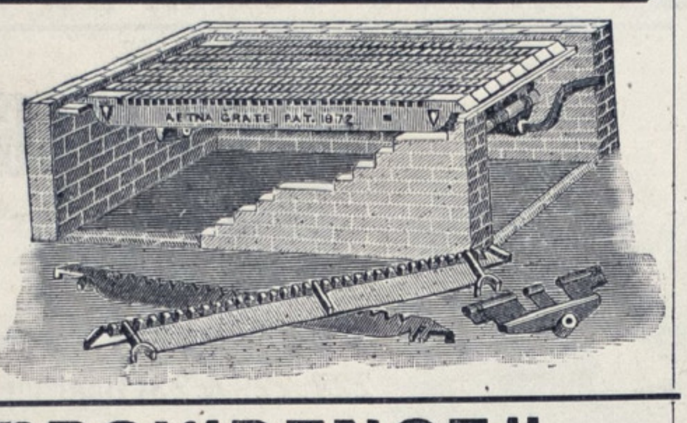

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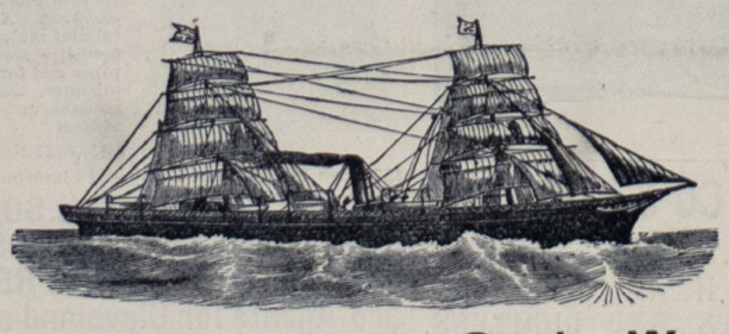
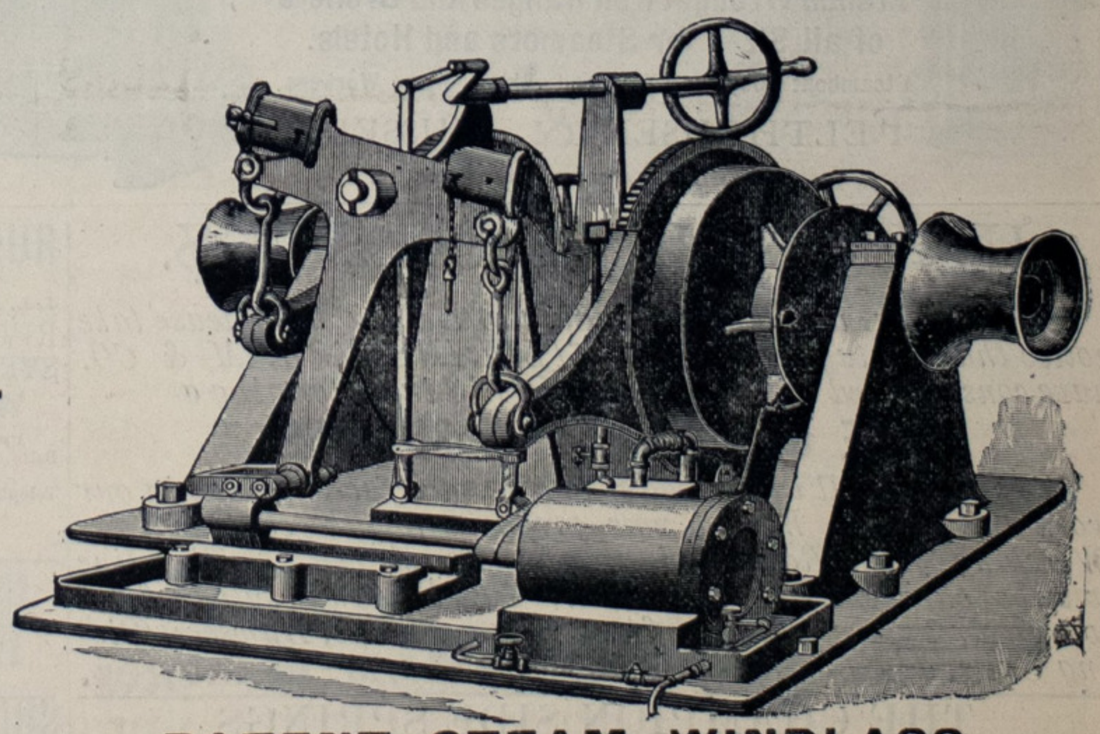
GENERAL FOUNDERS, MACHINISTS AND BOILER-MAKERS.



Builders of Iron Steamers Onoko, Wm. Chisholm, J. H Devereux, Passenger Steamer Darius Cole, Steamyacht Twilight, Iron Tugs International and Record, and steel steamer Spokane.



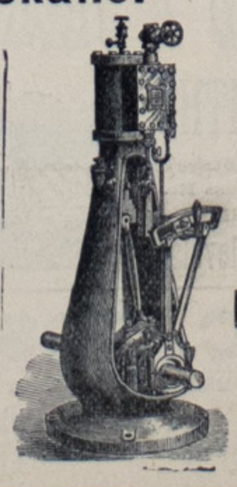
PATENT STEAM WINDLASS.

HAND AND SPOOL WINDLASS,

AMAZEEN BEAM LOG WINDLASS,

Centerboard, Mast, Gipsey, Hatch Winches,

Water Seal Stove Pipes, Chocks, Coal Scuttles, Hawse Pipes Cleats.



Compound

MARINE & STATIONARY

ENGINES.

MARINE AND STATIONARY

BOILERS,

SMOKE STACKS,

General Plate and Sheet Iron Work

ENGINES FROM FOUR TO FORTY H. P. KEPT ON HAND.